

Plans to Double Subways for \$350,000,000

City Transit Construction Commissioner Outlines Proposals for Extending System in 25-Year Period

Involves Five Boroughs

Provides for 5,000,000,000 Passengers a Year With 21 More Two-Track Tunnels

Plans for the enlargement and extension of the city-owned rapid transit system, to be worked out in a period of twenty-five years, which would double the track mileage of the present subway at an estimated cost of \$350,000,000 at present prices, or \$175,000,000 at pre-war prices, were announced yesterday by John H. Delaney, Transit Construction Commissioner.

The plans have been prepared by Daniel L. Turner, chief engineer of the commission. Details of the scheme will be printed in pamphlet form for suggestions and criticisms from the operating companies, engineers and civic organizations generally.

The plans cover all the five boroughs and provide Richmond with its first rapid transit facilities by means of tunnels under the Narrows, which will connect with the southern extremity of the existing Fourth Avenue subway line. The scheme contemplates twenty-one additional two-track tunnels, connecting Manhattan, the Bronx, Queens, Brooklyn and Richmond. It is planned to develop a capacity of approximately 5,000,000,000 passengers a year, compared with about 1,333,000,000 passengers carried on the rapid transit lines during the fiscal year ended June 30, 1920.

In discussing the plans Commissioner Delaney said:

"As laid down in general terms, the program for transit development is intended to take care completely of the city's needs as long as it is contained within its present boundaries. And a definite program is suggested for the next twenty-five years, as such needs can now be forecast, and studies have been made in order that municipal growth may not be retarded in any direction and for the prevention of abnormal and congested conditions in certain sections of the city and stragglers of growth in other areas. It is intended that the transit plan and the general city plan for new thoroughfares and highway improvement shall be coordinated so that the best results may be obtained. New routes in outlying sections are proposed in several areas, including the proposed new streets are laid out the projected thoroughfares shall be wide enough to permit of construction of rapid transit lines through such streets, or that separate rights of way for transit lines be constructed either above ground, in open cut or by subway, may be provided while land values are reasonable enough to make the acquisition of special rights-of-way possible at minimum cost."

"In the proposed routes for the complete program provision is made for adding 830 single track miles to the present rapid transit facilities of the city, which now aggregate approximately 516 miles of single track elevated and subway lines. Projected lines and extensions to the existing lines wherever they may originate in outlying sections are laid out to enter and traverse the heart of the city, which, from the transit viewpoint, is the eight square miles in the section of Manhattan south of Central Park between Second and Tenth avenues. The plan contemplates the addition of forty-two single-track river crossings to the thirty-four single-track river crossings provided in the existing dual transit system. All of the proposed crossings will be by means of tunnels. In the new project will be twenty-one additional two-track tunnels connecting Manhattan, the Bronx, Queens, Brooklyn and Richmond."

No Close Cost Estimate Possible Now

"No close estimate of the cost of construction of the enlarged transit system is possible at present, and it is not intended that the comprehensive scheme as laid out in its entirety will be undertaken at once, but that it should be proceeded with gradually and continuously. At pre-war prices, it is estimated that the lines contemplated in the suggested program would cost approximately \$175,000,000. At present prices, however, it is estimated that this cost would amount to \$350,000,000, exclusive of equipment, interest during construction, engineering and superintendence."

"For the twenty-five year program, based on present day utilization of tracks and present type of equipment, the proposed additional trunk lines would be able to develop a capacity of approximately 5,000,000,000 passengers per year. The rapid transit traffic for the fiscal year ended June 30, 1920, was approximately 1,333,000,000 passengers, against a total traffic for the year of 810,000,000 passengers. The growth of traffic per annum has been constantly greater than the per capita growth of the city per annum. The new transit

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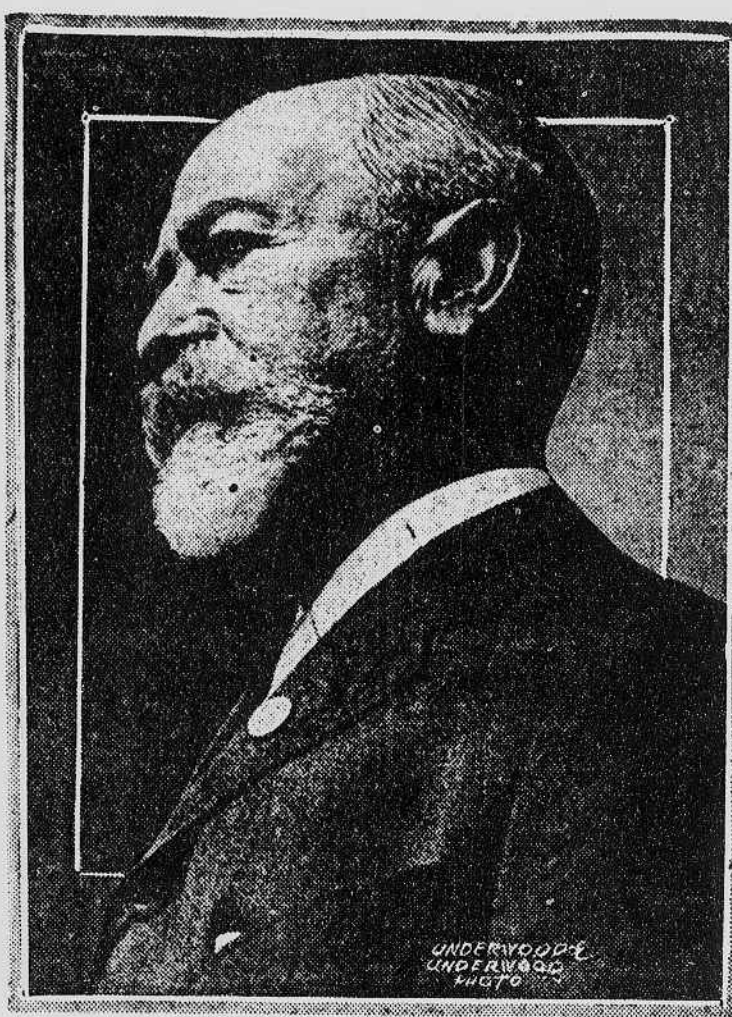
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Jacob H. Schiff

plan takes into consideration the fact that vehicular and pedestrian traffic on the street surface is increasing to such an extent that it will soon be regarded as inadvisable to continue surface passenger traffic, either on the main arteries of travel or on the main cross streets, and that surface passenger transportation must be replaced by elevated or subway, with crosstown "tie lines" operated on a moving platform device by shuttle car service. Because of the fact that the congested section of Manhattan Borough has but eleven north and south traffic arteries to serve more than one hundred cross streets it will be necessary to resort to double deck subway trunk lines in the central traffic arteries that remain available."

Chief Engineer Turner, in submitting the plans to Commissioner Delaney, said that it has averaged ten years from the inception of previous general transit projects to the date of the beginning of operation, and therefore it is important to begin the new plans at once. The extensions and new lines proposed for the twenty-five-year construction program include:

New Trunk Lines—A new West Side Manhattan trunk line, consisting of four tracks of the proposed eight-track Amsterdam Avenue-Eighth Avenue trunk line, extending from 155th Street in upper Manhattan to Twenty-third Street in lower Manhattan, with a collecting and distributing branch extending from its northern extremity through upper Manhattan and into the Bronx via Fort Washington Avenue to Spuyten Duyvil, and thence via Northern Avenue through the Riverdale section, with provision for a branch to a future easterly branch into and across the Bronx, with a branch from its southern extremity extending east through Twenty-third Street to the East River, which subsequently can be carried into and across Brooklyn, with another branch extending south down Hudson and Washington streets to somewhere near the Battery, which subsequently also can be extended to Brooklyn.

A new East Side Manhattan trunk line, consisting of four tracks of the proposed six-track Madison Avenue trunk line, extending from the Harlem River to Twenty-third Street, with no collecting and distributing branch at the present time, but with a two-track collecting and distributing branch extending from the southern extremity down Fifth Avenue and through lower Manhattan to some point near Park Place, and another two of the four tracks terminating at Twenty-third Street and Madison Avenue.

Moving Platforms—Three moving platform subways to provide sufficient transfer facilities across town between all the north and south trunk lines, to be located through Fourteenth Street, Forty-second Street and Seventh Avenue up Central Park West and Eighth or Tenth Avenue to the Harlem River.

Extension of the New York Municipal Railway Corporation Broadway-Fourth Avenue line from a connection at

Jacob Schiff, Banker, Dies Here, Aged 73

(Continued from page one)

During the great strike in the cloak and suit trade, in 1916, he was active in endeavoring to persuade the employers to make an equitable settlement with their employees.

Active in Civic Affairs

For many years Mr. Schiff took an active interest in civic affairs, generally in an entirely non-partisan way, though until 1912 he was a steadfast member of the Republican party. He was a prominent member of the second Committee of Seventy, and of the later Committee of Fifteen and the Committee of Nine, which did much for the reform of local administration, particularly of the police department. He was a generous promoter of educational and other enterprises for the improvement of social conditions in New York, conspicuous among them being the Henry Street Settlement, of which he was an important benefactor. He supported the candidacy of William H. Taft, chiefly, as he afterward explained, on economic grounds, and he again supported Mr. Taft in 1916 against Charles E. Hughes on the ground that "he kept us out of war."

He also was an earnest supporter of William Sulzer in his campaign for the Governorship, largely because of the sympathy which Mr. Sulzer showed for Russia which Mr. Sulzer had shown while he was a Representative in Congress; but he turned vigorously against him at the time of his impeachment. Despite these incursions into Democratic territory, he was in 1916 elected a member of the New York County Republican Committee, having previously been a member of the County Democratic Committee, and he created a furor at a meeting of the former organization by urging that the Republican party should adopt President Wilson's economic policy and refrain from agitating for a return to a protective tariff.

Interested in Foreign Affairs

In foreign relations of the United States, both commercial and diplomatic, he took an incessant interest. His notation of the Japanese war loan has been mentioned. It was said to have been his refusal to float another Japanese loan which compelled the country to grant the easy terms of peace to Russia which it did at the Portsmouth conference. He anticipated serious rivalry of Japan against this country, and caused a considerable discussion in the fall of 1909, when, returning from a visit to Japan, he spoke of an inevitably impending conflict with that country. His expression was commonly interpreted to mean that there would be a military and naval war, though, as he afterward explained, he meant nothing of the kind. He was a passionate anti-Russian, with a strong tendency toward theoretical pacifism. In a controversial correspondence with the late President Eliot, of Harvard University, he made these circumstances plain. He believed that England was intent upon crushing Germany to destroy her commercial and industrial rivalry, but that this was a fatally short-sighted policy, because the crushing of Germany would mean the domination of Europe by the military extremists, had the slightest thought of trying to dominate Europe, much less the world, and he deprecated the humbling of either Germany or England as almost certain to be disastrous to the United States. As early as 1912 he was in favor of a league of nations, and for such exercise of moral suasion by the United States as would bring about a cessation of hostilities without victory or defeat for either side. When at last the United States was compelled to enter the war he, of course, committed himself unreservedly to the support of his adopted country and in promoting Liberty loans, Red Cross funds and other financial adjuncts to the campaign.

Devout and Loyal Jew

Mr. Schiff was a devout and loyal Jew, though in some important respects he differed radically from other prominent members of that race and faith. He was inexorably opposed to the Zionist or Jewish Nationalist movement, insisting that Jews should identify themselves politically with the country in which they lived. In 1916 his almost passionate opposition to the Jewish Nationalist Congress at Philadelphia and the misrepresentations which were made of his attitude on that subject and toward the Jews of Russia, led to his formal and public renunciation of Jewish leadership. At a great meeting of Jews in New York, in a scene of almost tragic intensity and pathos, following the hissing of some of his Jewish hearers, he said: "Hereafter Zionism, Jewish nationalism, the Jewish Congress and all Jewish politics, whatever may be their form or name, shall be a sealed book to me. I shall continue to cooperate in all constructive work, and in all rights efforts to secure full civil rights for our brethren in the war zone, in Poland, in Russia, in Rumania, in Palestine, for they are all flesh of my flesh and bone of my bone. But beyond that, my duty ends!" And with tears in his eyes, but also with determination in every feature, he left the hall.

Gifts Impartially Bestowed

In 1918, he was earnestly opposed to the holding of an anti-Zionist convention. He was, of course, one of the foremost promoters and benefactors of Jewish institutions of all kinds, though his gifts also were impartially bestowed upon Christian and non-sectarian causes. Many of his and Mrs. Schiff's gifts were so unobtrusively made as to escape notice and record, so that it would be impossible to compile a complete catalogue of them, with a total running into millions of dollars.

Mention of a few of his gifts will indicate their catholic range. He gave the library and a fund of \$20,000 to New York University; \$500,000 and other large gifts to Barnard College; \$100,000 to Columbia University for a Chair of Social Work; \$65,000 and \$100,000 to the Hebrew Union College, including the fine Semitic Museum; \$100,000 to Cornell University for the promotion of the study of German literature; which in 1918 he changed into a fund for the study of Hebrew literature; a fine building to the Jewish Theological Seminary; \$100,000 for a Jewish Institute of Technology at the Hebrew University of Jerusalem; \$100,000 for the Jewish Bible Revision; \$100,000 in 1917 for a hospital in Russia; the Tissot collection of Biblical paintings to the New York Public Library; hundreds of thousands of dollars to the Red Cross; a pension fund for Jewish Rabbis; large gifts to the Young Men's Hebrew Association, the Young Women's Hebrew Association, the Montefiore Home and Hospital, the Hebrew Sheltering and Immigrants Aid Society and other institutions and organizations. It was for many years his custom to celebrate large gifts.

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Commenting on this overcrowding Commissioner Wallis said:

"I am determined that our selective tests shall not be made elastic, no matter how great the rush of immigration may become. It is all-important at this time that the laws shall be strictly enforced by each and every official. I shall measure up to our American standards. I am sending word to-day to every inspector and every doctor not to get flustered by the extraordinary increase of our activities. The country must be safeguarded against undesirable, and we cannot afford to sacrifice caution for expediency."

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Labor Department Promises Relief At Ellis Island

Wallis Has Conference With Washington Officials; Immigration Standards Will Be Maintained, He Says

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Jews from Poland lead all immigrants, though word has come to this country that 3,000,000 Italians are clamoring to come to America and that even more than that in Germany are waiting for the war-time status to be lifted.

As an emergency remedy against the conditions as they exist to-day on the Island Commissioner Wallis borrowed from the War Department several thousand blankets, cots and benches, which will prevent a recurrence of the experience of the last few days, when hundreds of immigrants had to stand up all night. The matter of making permanent additions to the quarters at the Immigration Station is receiving serious consideration.

Willard Divorce Suit Thrown Out of Court

Judge Benedict Suspects Collusion After Pact to Divide Liquor 50-50

Justice Benedict, sitting yesterday in the Supreme Court, Brooklyn, in order for the appointment of a referee in future actions to which Ella Guthrie Willard and her husband, Eugene S. Willard, might be parties, and thence out of court the action for divorce which Mrs. Willard had instituted, declaring that she suspected collusion.

"It is perfectly evident," he said, "from what has been recited to the proceedings before the referee that the defendant did not intend in good faith to defend the action and that the sworn new had such intention, if an order of reference of the issues should be made, was incorrect and misleading."

Mrs. Willard lives at 33 Park Avenue, Manhattan. She is the daughter of William D. Guthrie, an attorney. She and her husband agreed that if a divorce was granted they would divide the household liquors on a 50-50 basis.

A few facts of interest to every Tribune reader

The term "Want Ad" has been adopted by most newspapers to apply to the small advertisements classified under distinct and separate headings. They are called "Want Ads" because they signify that some one is in need of somebody or something. They are concise and terse announcements—each and every one a complete story in itself.

If you will turn to Page 16 of to-day's Tribune you will find there an array of these Want Ads—these little messengers that are awaiting your call—ready to serve you. It is but left for you to take advantage of this service.

You will find there:

Under "Help Wanted"—both Male and Female—the banker, the manufacturer or other class of business man seeking the services of an executive, stenographer, bookkeeper, office boy, etc. Also under this heading are the Domestic Help Wants pointing out the need of a cook, chambermaid, nurse or general houseworker.

Under "Situations Wanted"—both Male and Female—just the reverse—those in all walks of life appealing to employers to engage their services.

Under "Furnished Rooms to Let" and "Boarders Wanted" announcements from select houses and private families who have such vacancies to fill. If you are one of those who live away from home or have need for rooms and board of this kind you will find these ads a valuable aid to solving such problems.

Under "Lost and Found" announcements from unfortunate losers and lucky finders trying to locate the one who may have found or lost some valuable article. There is many a happy person to-day who can testify to the fact that The Tribune has helped them when in this difficulty.

Under "Business Cards" a ready reference guide for the busy reader—interesting announcements from many business concerns who have something to offer. You may find there just what you need.

And there are many other miscellaneous items of interest under classifications too numerous to mention.

If you do not find, among these little advertisements, any offer fitting your need send or phone your Want Ad direct to The Tribune's Want Ad Department—Beekman 3000—or go to any of The Tribune's Want Ad Agents conveniently located in all parts of Greater New York—at newsdealers', stationery and cigar stores, etc.—who accept advertisements at regular Tribune Want Ad rates. Look for one in your neighborhood.

Consult the Tribune's Want Ad Pages

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Davis Electric Co., 45 Central Ave., Newark, N. J.
Elmer D. Wilson, 212 Clinton Ave., Newark, N. J.
Hass Electric Shop, 1008 Springfield Ave., Irvington, N. J.
John Lindquist, Inc., Cor. Cone & Main Sts., Orange, N. J.
Denger, Liddy & Bird Electric Co., 1206 Broad St., Elizabeth, N. J.
Laud-Dry-Ette Sales Co., Inc., Paterson, N. J.

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